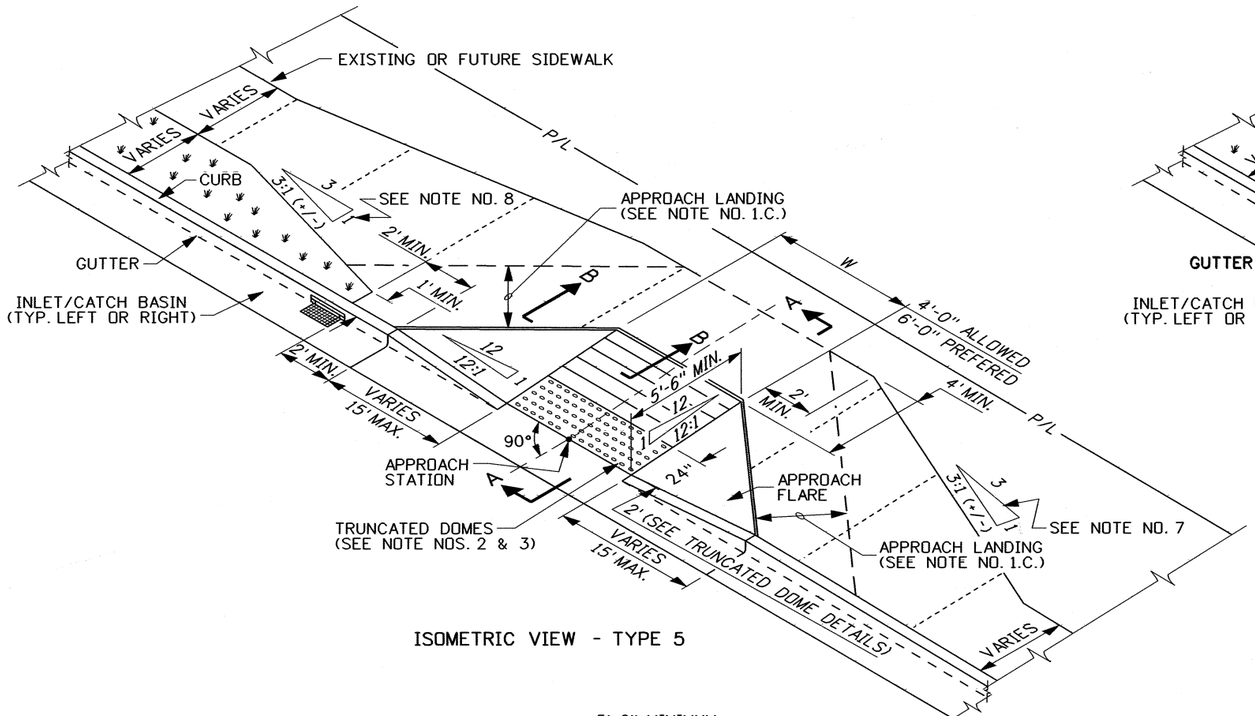
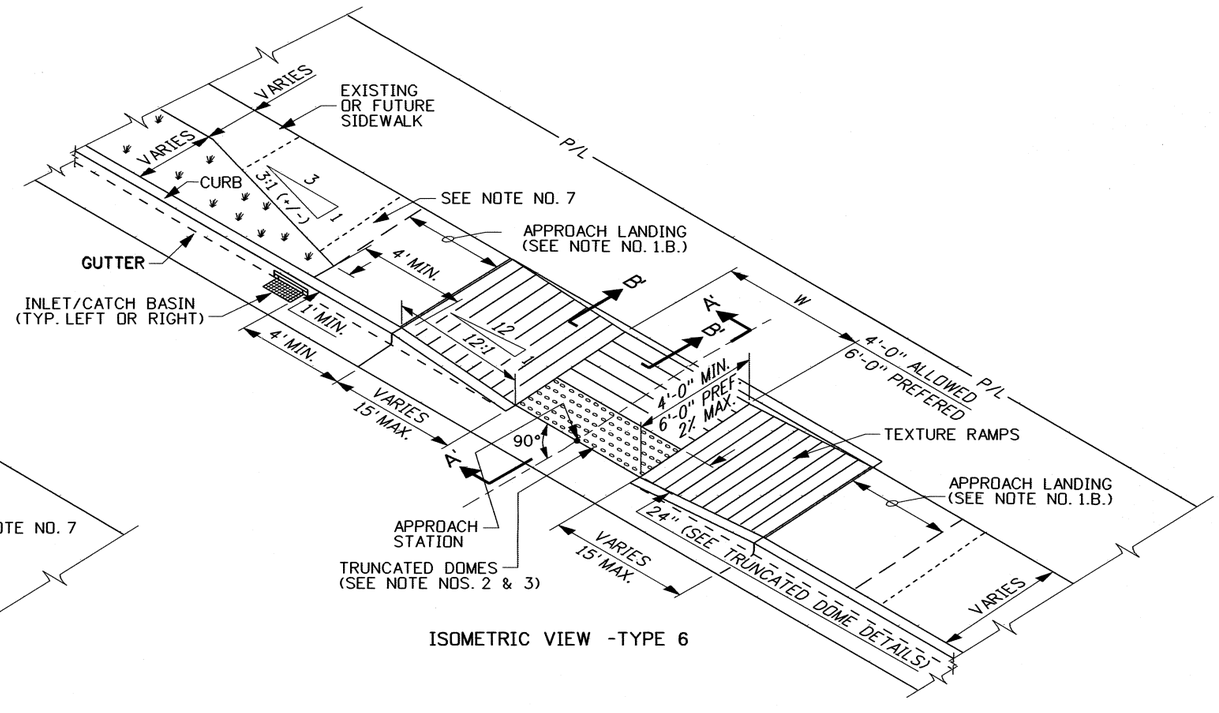
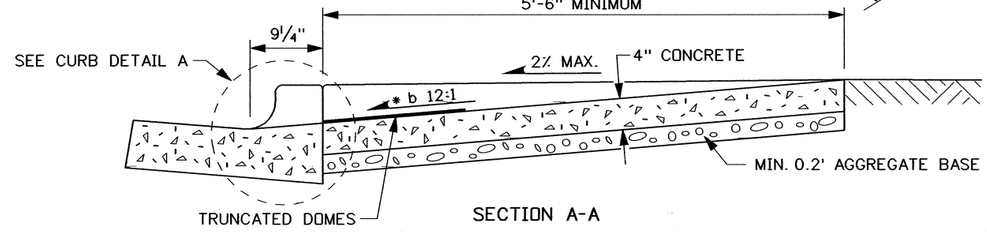


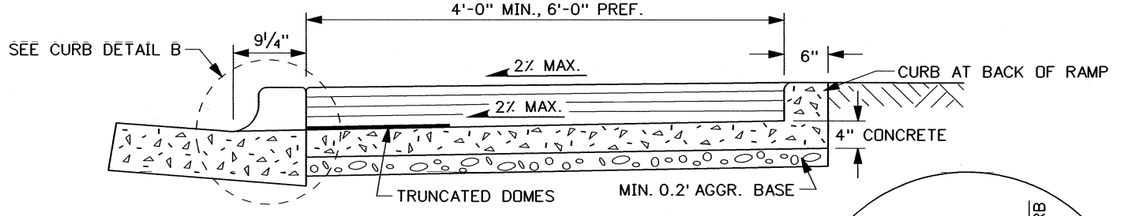
ISOMETRIC VIEW - TYPE 5



ISOMETRIC VIEW -TYPE 6

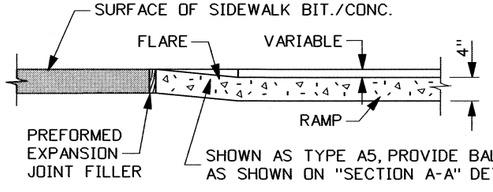


SECTION A-A

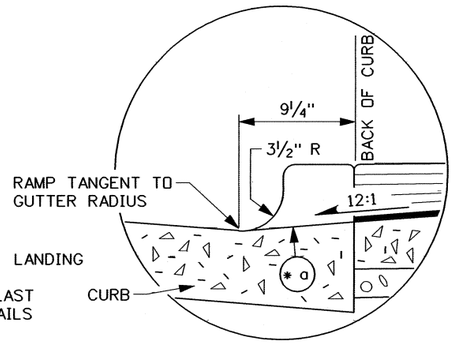


SECTION A'-A'

SUB-NOTES
* a REMOVE THE CONCRETE CURB WHEN PLACED CONTINUOUSLY THROUGH THE RAMP SECTION (NOTE: WHILE CONCRETE IS WORKABLE). NO LIP IS PERMITTED IN THE RAMP.
* b 12:1 IS THE MAXIMUM STEEPNESS ALLOWED.

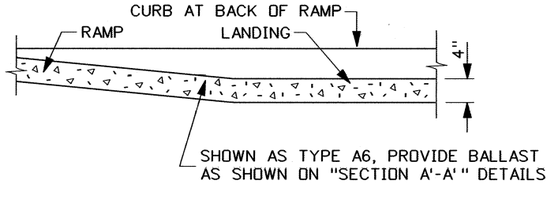


SECTION B-B

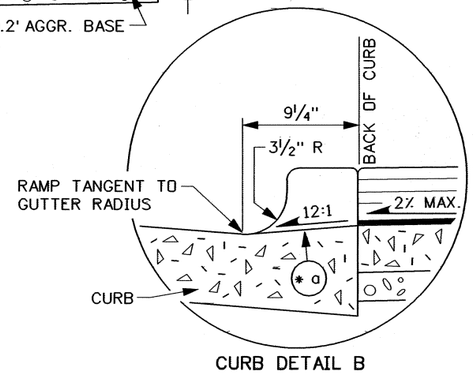


CURB DETAIL A

TYPE A5 DETAILS



SECTION B'-B'



CURB DETAIL B

TYPE A6 DETAILS

REVISIONS								
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE	BY
1	9-93	MSM	6	7-03	MSM			
2	12-95	MSM	7	12-04	MSM			
3	6-98	MSM	8	6-05	MSM			
4	8-01	MSM	9	5-06	MSM			
5	10-02	MSM	10	5-07	MSM			

SCALES SHOWN ARE FOR 11" X 17" PRINTS ONLY

CADD FILE NAME h2b_0507.std

DRWG. ORIG. DATE: JUNE, 1990

IDAHO TRANSPORTATION DEPARTMENT

BOISE IDAHO

ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

CHIEF ENGINEER

STANDARD DRAWING

URBAN APPROACHES HANDICAPPED/BICYCLE TYPES A5 & A6

REQUIRES SHEET 2 OF 2 & STD. DWG. H-2-A

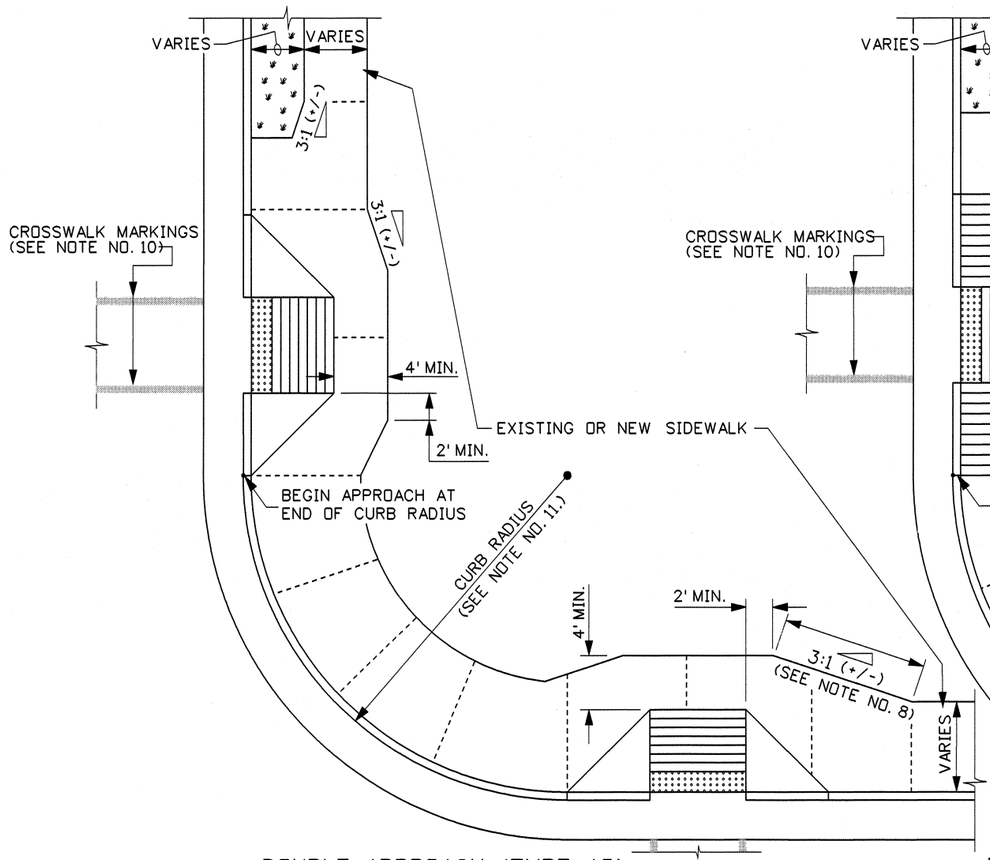
English

STANDARD DRWG. NO.

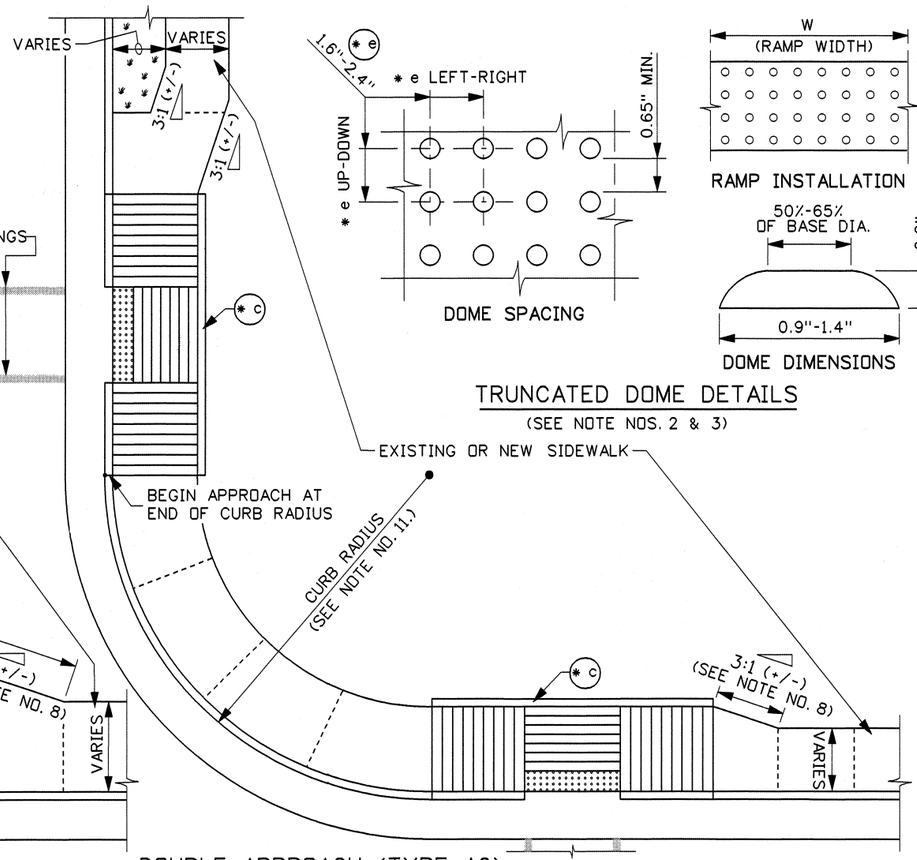
H-2-B

SHEET 1 OF 2

PROFESSIONAL ENGINEER * LAND SURVEYOR
REGISTERED
2240
5-23-07
STATE OF IDAHO
MILFORD MILLER

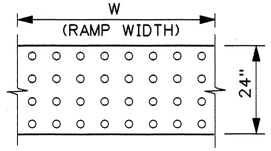


DOUBLE APPROACH (TYPE A5)

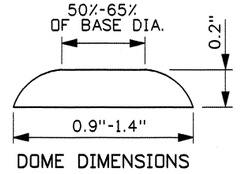


DOUBLE APPROACH (TYPE A6)

DOME SPACING



RAMP INSTALLATION



DOME DIMENSIONS

TRUNCATED DOME DETAILS

(SEE NOTE NOS. 2 & 3)

SUB-NOTES
* c PLACE CURB AT BACK OF RAMP & FLARES ON TYPE A6 (TIGHT CORNER APPROACH) & ALL TYPE A6 APPROACHES.
* d 6' MINIMUM BUT NOT LESS THAN THE RADIUS OR THE WIDTH OF THE SIDEWALK WHICHEVER IS GREATEST.
* e TRUNCATED DOME SPACING MAY VARY 1.6" TO 2.4", BUT THE UP-DOWN SPACING SHALL EQUAL THE LEFT-RIGHT SPACING.

GENERAL NOTES

1. TYPE A5 & A6 APPROACHES SHALL:

   A. NOT TO BE SKEWED AND THE APPROACH AXIS SHALL BE PERPENDICULAR TO THE CURB LINE.

   B. HAVE A MINIMUM SLOPE RATIO OF 12:1. THE TYPE A6 LANDING AND THE TYPE A6 TIGHT CORNER APPROACH LANDING SHALL HAVE MAXIMUM SLOPES OF 2%.

   C. NOT HAVE ANY UTILITIES OR STRUCTURES WITHIN THE APPROACH FLARE(S), RAMP(S), OR LANDING(S).

   D. NOT HAVE A CATCH BASIN OR DROP INLET WITHIN 4' OF A TYPE 6 APPROACH AND 2' WITHIN OF A TYPE 5 APPROACH.

2. ALL PEDESTRIAN APPROACHES SHALL BE FITTED WITH TRUNCATED DOMES EXCEPT THOSE PEDESTRIAN APPROACHES THAT ARE PART OF VEHICLE APPROACHS (SEE STD. DWG. H-2-A). THE DOMES SHALL BE INSTALLED 24" DEEP ALONG THE FULL WIDTH OF THE PEDESTRIAN RAMP (NOTE: REQUIRED ONLY ON PEDESTRIAN APPROACH RAMPS THAT FACE A ROADWAY OR PARINGING LOT).

3. TRUNCATED DOMES SHALL BE SELECTED FROM THE IDAHO TRANSPORTATION DEPARTMENT'S QUALIFIED PRODUCTS LIST AND INSTALLED BY A MANUFACTURER'S TRAINED CRAFTSMAN.

4. TEXTURE THE APPROACH A5 RAMP CONCRETE ABOVE THE TRUNCATED DOMES WITH A PERPENDICULAR TO THE SLOPE COURSE BROOM SURFACE. SUBSEQUENTLY, SCORE THE BROOM FINISHED CONCRETE WITH GROOVES (1/4" x 1/4") SPACED AT 9" TO 12" TO PROVIDE SENSORY INFORMATION FOR THE BLIND. TREAT THE TYPE A6 APPROACH RAMP & LANDINGS WITH A LIKE SURFACE. THE TYPE A5 FLARES SHALL BE TEXTURED WITH A PERPENDICULAR TO THE SLOPE COURSE BROOM SURFACE ONLY.

5. PLACE PREFORMED EXPANSION JOINT FILLER BETWEEN URBAN APPROACH CONSTRUCTION AND OTHER CONCRETE POURS. REFER STD. DWG. H-2-A FOR DETAILS ON SIDEWALK CONSTRUCTION ADJACENT TO THE APPROACH.

6. CORNER CURB RADII, PEDESTRIAN TRAFFIC, AND VEHICLE TRAFFIC NEEDS MUST BE ADDRESSED WHEN INSTALLING CROSSWALKS FOR URBAN APPROACHES AT INTERSECTIONS.

7. AN APPROACH DESCRIPTION AS SHOWN ON THE PLANS, SHOULD INCLUDE A STATION, AN OFFSET (RIGHT OR LEFT) TO BACK OF CURB, AND THE WIDTH, "W", OF THE APPROACH.

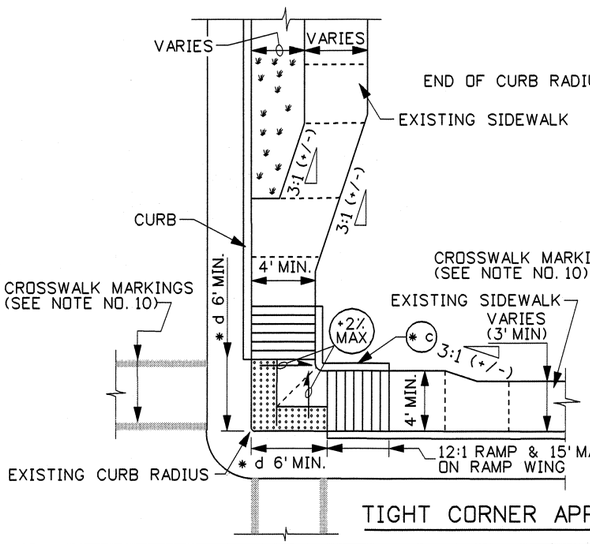
8. USE A MINIMUM 3:1 (+/-) OR AN AESTHETICALLY PLEASING TAPER IN FROM THE EDGE OF NEW OR EXISTING SIDEWALK TO THE BACK OF THE TYPE A6 APPROACH CURB OR THE TYPE A5 APPROACH 2' MINIMUM PLATFORM.

9. THE "TIGHT CORNER APPROACH (TYPE A6)" IS SHOWN AS A METHOD OF INSTALLING THE ESSENTIALS OF THE ACCOMMODATING AMERICAN DISABILITIES ACT (ADA) TO EXISTING CONDITIONS. THIS APPROACH SHOULD NOT BE USED ON NEW CONSTRUCTION.

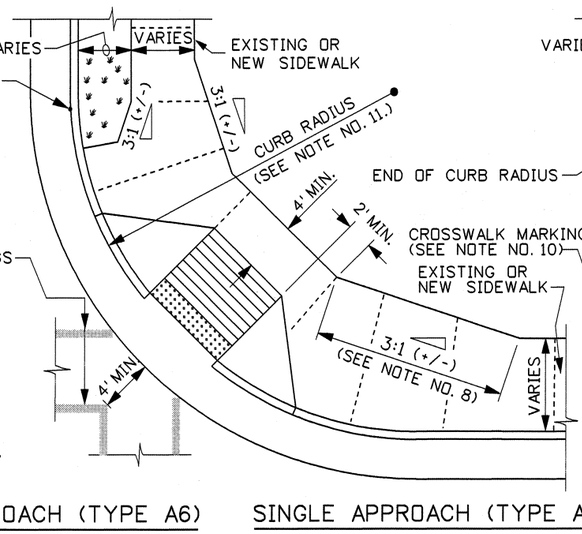
10. REFER TO THE "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) FOR PLACEMENT OF APPROACH CROSSWALK MARKINGS AND VEHICLE STOP BARS.

11. REFER TO AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS" FOR CURB RADII AND APPROACH GEOMETRIC REQUIREMENTS.

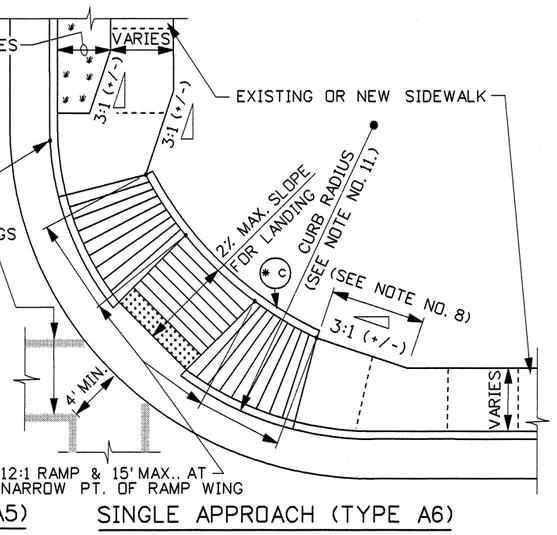
12. NOT TO SCALE.



TIGHT CORNER APPROACH (TYPE A6)



SINGLE APPROACH (TYPE A5)



SINGLE APPROACH (TYPE A6)

REVISIONS								
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2	12-95	MSM	7	12-04	MSM			
3	6-98	MSM	8	6-05	MSM			
4	8-01	MSM	9	5-06	MSM			
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STANDARD DRAWING

URBAN APPROACHES HANDICAPPED/BICYCLE TYPES A5 & A6

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SHEET 2 OF 2

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